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COBRA BRAND
SOFT AS CREAM.
AGENTS:
BUMAN & BERBLINGER.
[670]

Hongkong Daily Press.

ESTABLISHED 1857

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THE
DIRECTORY & CHRONICLE
FOR 1910.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,280. 第十八百二千大萬一第 日二金月五年二月廿 HONGKONG, TUESDAY, JUNE 28TH, 1910. 二月廿 第十八百二月大年十一月九日英港普 PRICE, \$3 PER MONTH.

NEW
PIANOS
ON HIRE
AT
\$10 PER MONTH.

TUNING AND REGULAR

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CO., LIMITED.

[641]

CHINA MUTUAL LIFE
INSURANCE CO., LTD.,
OF SHANGHAI
DIRECTORS AND OFFICERS.
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S. E. NEALE, F.L.A. Actuary.
A strong British Corporation, Registered
under Hongkong Ordinances and under Life
Insurance Companies Act, England.
Insurance in Force ... \$4,054,152.00
Assets ... 7,114,430.08
Income for Year ... 3,975,854.81
Total Security to Policyholders 7,883,852.63

LEEFFERTS KNOX, Esq., Hongkong, Can-
District Manager. ton, Macao
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[472] ALEXANDER BUILDING, HONGKONG.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [672]

DR. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.
1ST FLOOR, ROOMS 2 and 3. From the
University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [664]

SIEN TING
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

PEAK TRAMWAYS COMPANY
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WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. & 9.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. to 9.45 to 11.15 p.m.
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SUNDAY.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 10 minutes.
12.00 noon to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
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11.15 p.m. every 4 hours.

SPECIAL CALLS by arrangement at the
Company's Office, Alexandra Building, Des
Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [476]

LANE, CRAWFORD & CO.

[TELEPHONE 97.]

ENGLISH MADE

GENTLEMEN'S

WHITE CANVAS SHOES

\$6.00 AND \$7.00 PER PAIR.

WHITE CANVAS BOOTS

SMART TOES. \$7.00 PER PAIR. MEDIUM TOES.

AMERICAN MADE

CHAMPAGNE KID SHOES

SPECIAL VALUE. \$6.00 PER PAIR. SPECIAL VALUE.

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[628]

C. LAZARUS & CO.

60 & 61, BENTINCK STREET,

CALCUTTA.

BILLIARD TABLES

Manufactured in CALCUTTA of TIMBER which has been

THOROUGHLY SEASONED.

CATALOGUE AND PARTICULARS ON APPLICATION.

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[647-1]



[630]

PEARSON'S HYCOL

CO-EFFICIENT 18/20.

The most Powerful Disinfectant in the World.

Guaranteed 18/20 times more effective than Pure Carbolic Acid under Government Standard Test on Typhoid Germs. Certificate of Strength given to each buyer. Non-Poisonous and Non-irritant to Human and Animal life. Non-Corrosive. One Gallon will make 400 Gallons of Efficient Disinfectant. Perfect Emulsion in Water.

PRICES:

\$3.00 per 1 gall. Drum. \$12.50 per 5 gall. Drum. \$2.60 per 1 gall. in Bulk.

Pearson's Saponified CRESOL

PRICES:

Co-Efficient 10, \$1.95 per 1 gallon Drum.
5, \$1.75 per 1 gallon Drum.

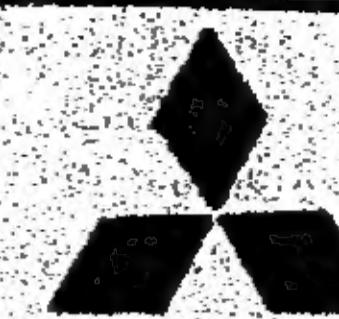
Ask our Manufacturer of Fluids for a Guarantee of the Germicidal Strengths of these products (in relation to Pure Carbolic Acid) under the Standard Test on Typhoid Germs, and then compare the result with our HYCOL. This is the only way you can assure of a Germicidal

Properties and at the true value of a Genuine Disinfectant Fluid.

DODWELL & CO., LTD., SOLE AGENTS for HONGKONG, SOUTH CHINA and JAPAN

For Pearson's Antiseptic Co., Limited.

[611X]



MITSUBISHI DOCKYARD
AND ENGINE WORKS.

AI, A.B.C., Western Union, and Engineering Codes used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers. Manufacturers of Compound Condensers, Stone's Manganese Bronze, and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI.—Telegraphic Address: "DOCK" NAGASAKI.

Length on Keel-Block. Breadth at Entrance Depth of Water
Keel-Block. on Bottom. on Keel-Block.

3 Dry Docks. No. 1 510 ft. 77 ft. 25 ft.

No. 2 350 ft. 53 ft. 24 ft.

No. 3 744 ft. 88 ft. 34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always

ready at short notice.

AT KOBE.—Telegraphic Address: "WADADOCK" KOBE.

Floating Docks. No. 1 7,000 Tons. 12,000 Tons.

Max. Length of Ship taken in 460 Feet. 580 Feet.

Breadth " " 56 " 66 "

Draft " " 22 " 26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons. Well Furnished Reception Room. Private Bar and Billiard Room for Hotel Residents.

Electric Lifts to each Floor. Electric Lighting and Fans.

Telephones on every Floor. Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matched in attendance.

CHARGES MODERATE, AND NO EXTRAS. A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL

Ladies' Afternoon Tea-Rooms. Private Bar and Billiard-Rooms. Hot and Cold Water throughout. Electrically Lighted; Electric Fans (if required).

Electric Passenger Elevator to each floor. Table D'Hoté at separate tables. For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905. [a563]

ORIENTAL HOTEL

NO. 2, QUEEN'S ROAD CENTRAL.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

SITUATED in the most central position. Large and Airy Rooms. Hot and Cold Water throughout. Gas and Electric Light. Cuisine entirely under European Supervision. Private Bar and Billiard-Rooms. Monthly Rates for Tea and Dinner. Terms moderate.

FREDERICK REICHMANN, Proprietor and Manager, (late Manager of J. LYONS & CO. (Trocadero) leading Caterers in London, and of the CAFE NO. 197, HOTEL, Colombo).

TELEGRAPHIC ADDRESS: "COMFORT," Hongkong, 16th April, 1910. [a562]

"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.

Telephone, No. 690.

Apply to MRS. F. W. WATTS, "Braeside" 20, Madonnell Road, Hongkong, 4th December, 1907. [a563]

VICTORIA HOTEL

SHAM BEN—CANTON.

MANAGER—MR. H. HAYNES.

TELEGRAPHIC ADDRESS—"VICTORIA, SHAM BEN."

SITUATED on the BRITISH CONCESSION.

MACAO HOTEL

MACAO.

TELEGRAPHIC ADDRESS—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRANDE. Both Hotels electrically lighted, and under experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and special attention given to Tourists.

REASONABLE RATES.

WM. FARMER

Proprietor.

[a1623]

"BOA VISTA"

(HOTEL SANITARIUM OF SOUTH CHINA).

MACAO.

THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (s.s. *Sai An* and *Sai Tsui*) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with these centres.

Cable Address—"BOAVISTA".

For Terms, apply to THE MANAGER.

[a213]

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still the best Advertising medium among the Native Community.</

INFORMATION

A. S. WATSON & CO.
LIMITED,

ESTABLISHED A.D. 1841,

WINE & SPIRIT MERCHANTS.

WATSON'S

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VERY OLD LIQUEUR

SCOTCH WHISKY

A BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED

IN SCOTLAND

OF

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

ROBT. POTTER & CO.'S

BULL DOG

BRAND

GUINNESS' STOUT

IN PINTS & SPLITS.

A. S. WATSON & CO.
LIMITED,

BREWERS.

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The Daily Press.

HONGKONG, JUNE 28TH, 1910.

For some time one of the most hopeful
features in Far Eastern relations has been
the evident desire on the part of both
Russia and Japan to remove their former
differences and prejudices, and arrive at an
understanding which would be mutually
beneficial, and it is satisfactory to note
from the telegraphic information which we
published yesterday that that conclusion so
eminently to be desired is likely to be
reached within a few days. A treaty which
will have the effect of bringing Russo-
Japanese relations "into a phase of neighbourliness" will be signed very shortly, and
it is believed that this will "culminate later
in a formal alliance." Whatever be the
reasons which have brought about this
rapprochement, they are not likely to prove
disagreeable to the other Powers, most of
whom will welcome the understanding as a
guarantee of peace in the Far East and as
representing another advance in that
cord of the nations which has become the
grand ideal of many of the world's leading
citizens.Before considering the reasons which
have operated towards the agreement, it is
interesting to notice the groupings and
inter-groupings of the various Powers.
First of all there is the treaty between
Great Britain and Japan, an alliance which
does not prevent Japan having understandings
with other European countries. Then
there is the dual alliance between Franceand Russia, which does not operate either
against France or against the conclusion
of an agreement between Japan and
Russia. Last, but by no means least, is
the Triple Alliance, in which Germany,
Austria, and Italy are the parties. Neither
of those countries have concluded agreements
with other nations, though efforts are being
made to promote an understanding between
Germany and Britain and between Germany
and France. The very fact that so many
are imbued with the same ideal and working
for a common aim should encourage
the hope that wars have been rendered less
possible, and that peace is daily being
brought nearer realisation. Of late years
wars of wilful aggression have been practically
unknown, and such is the thought of
the world to-day that they are not likely to
occur again among civilised people. The
Powers would not tolerate it. But mis-
understandings, in most cases based on
jealousy, are always a source of danger to
nations as well as to individuals, and
therefore each agreement arrived at be-
tween nations, and every reference of
dispute to arbitration, must be hailed with
satisfaction as reducing the probability of
international conflict and as inclining the
balance in favour of universal peace.Should this agreement be consummated
it will represent one of the greatest triumphs
of peace. That two nations who five years
ago were engaged in the most sanguinary
struggle of modern times should have for-
gotten their bitterness and their jealousy,
and should have discovered that they have
so many interests in common as to decide
on a general policy acceptable to both
affords an object lesson to the world. Even
the most bitter legacy of hate can be over-
come, and the example set by Russia and
Japan in accomplishing, so soon after
the dreadful carnage of 1904 and 1905,
an agreement which is likely to be em-
bodied in an alliance, is bound to influence
others. It proves that counsels of peace
are preferable to war, though it has to be
admitted that war was necessary to pro-
duce the conciliatory spirit.Last month it will be remembered that
the question of Russo-Japanese relations
had given rise to sensational reports in the
Press of Europe. It was then stated that
both countries had realised the expediency
of a closer understanding, a view dictated
by policy.In the case in which the Chinese Government
and that the attitude of the other Powers
in some cases friendly, but in others
adverse to the respective interests of
Russia and Japan had only strengthened
the tendency on the part of St. Petersburg
and Tokyo to come together. The road
to a final understanding, how-
ever, had to be cleared of disputes arising
out of the late war, and it was men-
tioned that fourteen controversial subjects
had to be settled. All of these, with one
exception, were, however, trifling. The ex-
ception related to the capture of Russian
hospital ships, which the Japanese justified
on the ground that they carried
war stores. Russia contested this asser-
tion, and raised the question of principle.
That these matters are in course of settle-
ment seems a fair inference to be drawn
from the facts reported, though it is stated
that the new treaty deals only with Man-
churia, the idea being that peace there
secures the peace of the Far East. It is
added that "the well-meant but inadequately
adjusted action of America and the unmediated
of China towards Russia contributed
largely towards this Russo-Japanese rappro-
chement," but that unpleasant suggestion
notwithstanding, the result must afford
gratification to the friends of both countries.Mrs. A. J. David and family left for England
by the Empress of China.The English Mail of the 28th May was
delivered in London on the 25th inst.Sergeant Gordon killed a snake 7 feet 2 inches
long at Chungchow yesterday. He found the
reptile inside the roof of his match.For stealing a jacket from a house in Gage
Street Mr. Halifax, at the Magistracy yester-
day, sentenced a native to seven days impris-
onment with hard labour.In our comments on the Canton Opium
Monopoly yesterday it should have been made
clear that when we said some merchants were
undeserving of sympathy in losses that might
come to them, we referred to those Chinese
speculators who have been trying to create a
corner in the drug.Mr. L. D. Weeks, supervising inspector of
halls and bollards of the Manila custom house, is
in Hongkong on official business, under instruc-
tion from the insular collector of customs. He
will inspect a customs launch for the Philippines
customs now nearing completion at Hongkong,
and will also survey the steamer *Gloria*, recently
purchased by the Mindoro Development Com-
pany, which upon her arrival there will immedi-
ately enter the coastwise trade.The annual general meeting of the Victoria
Recreation Club takes place to-day.Hongkong continues to enjoy a remarkable
immunity from plague this season. Last week
two fresh cases were reported, giving a total of
14 cases (all Chinese) and 13 deaths. Another
fatal case was notified yesterday. One case of
diphtheria (British) and two cases of enteric
fever were reported last week.The return of visitors to the City Hall Library
and Museum for the week ending the 26th June,
1910, shows that of non-Chinese there were 369
to the Library and 195 to the Museum, and of
Chinese 193 to the former and 245 to the latter.
The Library was, therefore, used by 562
persons and the Museum by 2,600.We have received from the American Consul-
ate-General a copy of the following telegram
received from the Manila Observatory at 12
noon—Manila, June 27th, 11.00 a.m. Cyclone or
typhoon near or over Balintang Channel—mov-
ing W. or W.N.W. A later telegram from
Manila states that a cyclone or typhoon near or
over Balintang Channel is moving West.The Java Opium Regie, which largely deals
in the Turkish drug, finds itself faced by a rise
in prices through the operations of a trust. A
knob of British and American speculators have
bought up almost all last year's crop, and are
trying to corner that of the present year.
This year's crop is far above the average, and
this opium trust is offering high prices for it.The Harbour Master's boatman at Aberdeen
reported to the police on Sunday that a resident
had opium secreted in his house. The informa-
tion, it appears, was false, and the search proved
fruitless. In order to prove his veracity, how-
ever, the boatman endeavoured to put a pair of
scales and some opium through a hole in the wall
of the house. He was caught in the act, and at
the Magistracy yesterday Mr. Halifax ordered
the offender to pay a fine of \$125, or go to prison
for two months.Four Chinese appeared before Mr. E. R.
Halifax at the Magistracy yesterday afternoon
on a charge of stealing a quantity of clothing
from a house in Nathan Road. The men were
alleged to have entered the house through an
open window. After hearing the evidence his
Wardship discharged the second and third
defendants, sentenced the first to six weeks'
imprisonment and six hours' stocks, and the
fourth, who had a previous conviction, to four
months' gaol and six hours' stocks.In the case in which the Chinese Government
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adverse to the respective interests of
Russia and Japan had only strengthened
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adjusted action of America and the unmediated
of China towards Russia contributed
largely towards this Russo-Japanese rappro-
chement," but that unpleasant suggestion
notwithstanding, the result must afford
gratification to the friends of both countries.The death has taken place at the General
Hospital, Penang, of Mr. Charles Gordon Finlay,
planter engaged on Jura Estate. Six weeks
ago the deceased was separating a couple of dogs
fighting near his bungalow when he was bitten
on the hand. The wound was immediately
cauterised and apparently healed, but deceased
became ill on June 13th, and as he grew worse
he was brought to Penang on Friday, and the
case was diagnosed as one of hydrocephalus.
Deceased, who was 25 years of age, leaves a
widow to mourn his loss.An American sailor appeared before Mr. E.
R. Halifax at the Magistracy yesterday on a
charge of assaulting a Japanese. The defendant,
in the course of a search for an absconder,
entered a house in Ship Street, and the com-
plainant, who is alleged to have used lurid
language, naked him what he wanted. The
sailor is said to have knocked a bottle of
lemonade out of another Japanese hand, and it
struck the complainant on the head. His
Wardship bound the seaman over to come up
for judgment when called upon.Last Tuesday thirty convicts escaped from
the native city of Shanghai. It was soon learnt
that ten of them in some unaccountable
manner had become possessed of firearms. Word
was immediately sent to the authorities of both
Settlements of the escape, and a diligent
lookout was kept, with the result that nine of
the fugitives were recaptured in the French
Concession, five of whom were in possession of
guns. Twenty-one, however, are still at large,
five of whom at the latest reports are being armed.
No details concerning the manner in which the
convicts had effected their escape were available.Baguio, the Sims of the Philippines, the city
of a thousand pines and perpetual climate,
has been paved with genuine gold. Many
miles of roads have been constructed during
the past two years extending all the way from
Camp John Hay to Trinidad, and roads leading
to the country club and various other places of
interest, but visitors to the summer capital last
year little knew they were walking or riding on
roads of solid gold. Such, however, was the case.
An examination of the rock which has been used
in the construction of the roads actually shows
a deposit of gold ore which is worth about 62
cents a ton.

TELEGRAMS.

Protected by the Telegraph Message
Copyright Ordinance, 1894.]REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."

LE GRAND PRIX.

LONDON, June 26th.
The result of the Grand Prix, run
at Paris to-day, is as follows:Nhuage ... 1
Reinhart ... 2
Brouzino ... 3Seventeen horses ran, including
Lemberg (the English Derby winner)
and Charles O'Malley.

BIG COTTON FAILURE.

LONDON, June 26th.
At Birmingham, Alabama, a petition
has been filed to place John
Knight, head of the firm of Knight
& Yancy, in bankruptcy.Three Liverpool firms, claiming
\$58,844 (gold), are involved.THE SOUTH POLE
EXPEDITION.LONDON, June 26th.
Queen Alexandra at Buckingham
Palace presented Captain Scott, who
is to command of the expedition which
will attempt to reach the South Pole,
with a flag to be planted on the spot
farthest south reached by the explorer.

TURKEY AND GREECE.

SERIOUS SITUATION.

LONDON, June 27th.
The anti-Greek boycott is universal
throughout Turkey and is being
conducted with the utmost rigour.The various ambassadors have called
attention to the molestation of British,
French and Russian steamers, and the
Grand Vizier has replied that he is

the people.

It is reported that the Grand Vizier
has been warned by the Greek
Minister of the serious consequences
if the military preparations on the
frontier continue.An official note from Athens
protests against the brutality of the
boycott and says the situation is
becoming disquieting.

WHOM THE "M.C. DAILY NEWS."

THE CHINCHOW-AIGUN
RAILWAY.London, June 21st.
Mr. Edmund Backhouse, as intermediary
in all negotiations in connection with the
Chinchow-Aigun Railway, absolutely denies
in a letter to the newspapers that a con-
cession has been applied for and promised
to the American financiers and British
contractors. China expressly limits her
liability to the contract price of the
railway. Not a shadow of vested interest
can be created into the agreement. The
British contractors even agreed to the
elimination of the original provision
allowing America and Great Britain
participation in a company to be
formed for its administration here (in Great
Britain) with a maximum of ten per cent
of the surplus profit. This was done to
avoid giving the Foreign Office any justification
for withholding support, yet the sur-
render had been futile, for no support was
now forthcoming.Mr. Backhouse regrets that Sir Edward
Grey ignored the important question (raised
in Parliament) as to the relationship
between the old doctrines of spheres of
influence and the new policy of equal oppor-
tunity as laid down in international treaties.

THE OATH.

Before the business at the Supreme Court
started yesterday, his Honour the Chief Justice
said he had been thinking of the question of
the oath which was raised. He found that the
oath was the same, that was to say, that a testator
had still to swear the words "So help me God."
But the administration of the oath in the new
form was compulsory unless a witness or juror
wanted to kiss the book. Therefore, so far as
he could understand, the Ordinance, so far as
it can be administered in the new way.

SUPREME COURT.

Monday, June 27th.

IN ORIGINAL JURISDICTION.
BEFORE HIS HONOUR SIR FRANCIS PIGGOTT
(CHIEF JUSTICE).

AN ACTION FOR FORECLOSURE.

The China Provident Loan and Mortgage
Co., Ltd., brought action against Woo Chi
Cheung to have an account taken of what was
due to the plaintiffs for principal, interest and
costs on a mortgage dated 13th September,
1905, whereby the pieces of ground registered in
the Land Office as sections C. D. and E. of
Inland Lot No. 119 were assigned and charged
by the defendant to the plaintiffs to secure the
repayment of a sum of \$40,000 and interest as
therein mentioned, and that the mortgage might
be enforced by foreclosure or sale.Mr. Eldon Potter, instructed by Mr. P. M.
Hodgson (of Messrs. Evans & Harston),
appeared for the plaintiffs, but defendant did
not enter an appearance.Mr. H. K. Hancock deposed to being a
member of the firm of Messrs. Shaw, Tones
& Co., who were the managers of the China
Provident Loan and Mortgage Company.
Witness produced the original mortgage made
between Messrs. Shaw, Tones & Co. and the
defendant, on which he said there was a sum
of \$40,000 and interest due to the plaintiff.His Lordship entered judgment for plaintiffs
with costs.

ALLEGED ILLEGAL FIRM.

Action was brought by the Tung Sang Wing
firm against Chow Chun Kit to recover the sum
of \$13,034.17 for monies had and received by the
defendant and for the use of the plaintiffs, and
converted by the defendant to his own use.Mr. Potter, instructed by Mr. P. Sydenham
Dixon (of Mr. E. A. Harding's office), appeared
for the plaintiffs, and defendant was represented
by Mr. C. G. Alabaster, instructed by Mr. P. W.
Goldring (of Messrs. Goldring, Barlow &
Morell).Mr. Alabaster thought the burden was on him
on the pleadings.Mr. Potter—The actual receipt of the money
is admitted and the defendant has raised a
defence that the plaintiff firm is illegal as being
composed of more than twenty members. That
is the only defence, and Mr. Alabaster says the
onus is on him and that he should begin. I
will leave it in your Lordship's hands.

His Lordship—I think it is.

SHIPPING NOTES.

The Pacific Mail steamer *Mongolia* accomplished some smart work during the week-end. She reached Hongkong on Saturday morning, making fast at 8 a.m., and had her cargo discharged in twenty-two hours. She is now at Taikoo Dock.

The river steamer *Shashi*, built at Taikoo Yard for Butterfield & Swire, underwent a successful trip on Saturday. She is intended to ply between Hankow and Changsha.

The efforts to raise the drydock *Dewey* have failed, and additional apparatus is being taken to Olongapo for use in another attempt. The naval authorities are still confident that the dock will soon be floated.

An interesting undertaking is in progress at Taikoo Dock, where the small steamer *Union* is being lengthened.

The proceedings taken in Melbourne by the Russian Captain Varava, against Howard & Smith, shipowners, for false imprisonment in connection with the negotiations for the sale of the steamer *Peregrine* during the Russo-Japanese war, who claimed £20,000 damage, was awarded £5,000 by the jury.

There is a general impression that ship stewards, especially on the principal mail lines, make a handsome income in the shape of gratuities from passengers. Some light on the general subject is furnished by an inquiry which has lately been proceeding at Melbourne. The Commonwealth Steamship Owners' Association had been called into the Arbitration Court by the Federated Marine Stewards' Association in connection with a wages dispute, which directly raised the question of "bunces," tips are colloquially termed. The evidence showed that in the inter-State trade the tips are often substantial, and sometimes are regularly pooled. One steward put his gratuities at just under £100 a year. A stewardess, whose wages were £4 a month, estimated her "bunces" at £100 a year, and another confessed to the receipt of an average of £7 per month all the year round from passengers. One steward who was examined spoke of tips as charity money, which led the judge to express his surprise that the men did not recognize that in the long run the taking of gratuities was to their disadvantage. All the same, he felt bound to take account of these payments in fixing rates. For the steamship companies' "bunces" was alleged to have got to the length that a stewardess on the *Queensland* run was making £20 a month by it. There was no option, it was urged, but to regard both wages and tips as making up the actual earnings. Perhaps it is needless to add that the companies do not see their way to put an end to the gratuity system. They recognise that it must inevitably flourish on board ship.

Disappointment is undoubtedly the lot of the owners of that important section of the mercantile marine usually known as tramp shipping. The improvement in freights which was promised at Home earlier in the year has not materialised, and in the meantime the competition of the cargo liners grows steadily more pronounced. The chairman of one of the best-managed of the London tramp companies predicted the other day that in ten years time the liner companies would practically control the world's cargo business. Meanwhile, tramp shipowners, in his judgment, compete with each other for freights in an insane fashion. There is talk of possible action on the part of tramp owners, with a view of restricting speculative building. The latest move, however, is a crusade against owners who accept business on terms which are considered unfair to their fellows. Certain proscribed conditions respecting chartering have been laid down by the Documentary Committee of the Chamber of Shipping, and owners guilty of flagrant breaches of these conditions are to be deprived of the cover afforded by the big mutual insurance clubs. As the clubs have undertaken to co-operate with the committee, the movement has apparently the promise of strength. Unprofitable business on the part of shipowners is responsible for it.

One by one British owners of sailing ships are parting with their vessels. They say they cannot make them pay, what with high rates of insurance, the Workmen's Compensation Act, and other causes tending to increased expense. In the circumstances the question of the sail training of officers of the mercantile marine, so much commended as developing courage and initiative, has become a serious problem. The White Star Line has solved it for itself by the purchase of the sailing ship *Mersey*, which has just arrived in London Dock from Sydney. With sixty cadets in training as future officers under the White Star flag, the *Mersey* left Liverpool on July 15 of last year, under the command of Captain Corner. She sailed from Sydney on Jan. 16 last for home, but the winds were unfavourable for a quick passage. That, however, is a matter of no moment. The point is that her cadets got a practical introduction to sea life, and at the same time pursued their education under competent instructors. One of the attractions of the scheme is, of course, that it is part of a definite programme, leading up to actual employment in an executive capacity, and the chance of ultimate promotion to the command of famous lines. In acquiring the *Mersey* the White Star Line undoubtedly set a fashion among British steamship lines which may well have to be imitated.

A meeting of the shareholders of the Eastern Shipping Company was to have been held on June 25th at Penang. The Directors' report states that after writing off £90,677 to depreciation on the fleet and water boats at eight per

cent, the placing of £22,450 to the reserve of the marine insurance fund at two per cent, the profit and loss account shows a debit balance of £43,078. The Directors regret to state that although the steamer working account shows an increase of £19,649 and the engine works department an increase of £37,760 compared with last year, this large increase is counterbalanced by heavy expenditure necessary on the fleet.

REPORTED MURDER AT ABERDEEN.

A STRANGE CASE.

A peculiar case of alleged murder, assault with intent to murder, and malicious damage, was reported to the police at Aberdeen on Sunday morning. According to the story of a Chinese boatman, he and his wife were fishing at Deep Bay at 5.30 o'clock on Saturday evening, when three boats approached them, and the male occupant of these boats, when within boarding distance, passed on to their boat and attacked them. The assailants threw his wife overboard, and assaulted the boatman with choppers until he fell down insensible. They then towed the boat away and set fire to it. By this time consciousness was returning to the boatman, and as the flames of the burning vessel leapt around and scorched him, the boatman leapt into his senses and jumped overboard. Happening on some floating debris, he seized hold of this and drifted about until 8 a.m. on Sunday morning, when he was rescued by two licensed fishing boats. The boatman's wife is believed to have been drowned. The complainant has furnished the police with the names, ages and descriptions of his three assailants, and investigations are being made.

ROBBERY AT THE OWL GRILL ROOMS.

A boy who was dismissed from the Owl Grill Rooms a few months ago appeared before Mr. E. R. Hallifax at the Magistracy yesterday on a charge of stealing three bottles of whisky, and bottle of brandy, one tin of sardines, five tins of mushrooms and two tins of cigarettes from the Grill Room. The defendant is alleged to have gained entrance by means of a key which he had in his possession. Police Sergeant 70 saw the accused with a bundle under his arm in the vicinity of the Grill Room and asked him what it contained. Defendant said he did not know, and attempted to escape by running into the Grill Room. There he was captured, and the proprietors of the Owl discovered that goods to the value of £18 had been stolen. After hearing the evidence his Worship sentenced the accused to six weeks' imprisonment with hard labour and six hours' stocks.

SEQUEL TO RICSHA COOLIES' STRIKE.

The ricksha coolies' strike is practically ended, but there were not lacking a few discontented pullers who sought to intimidate those coolies who were anxious to return to work. Those willing to resume their labour, however, were promised police protection, and extra patrols of police were dispersed over the city to guard against disturbance. Thus assured, a number of ricksha coolies resumed their calling. Some of them were attacked by those still on strike, but in each instance a detective was handy, and the trouble was nipped in the bud.

Five of the disorderly coolies, two from West Point and three from the Central District, were charged before Mr. E. R. Hallifax at the Magistracy yesterday afternoon with assaulting and intent to hinder them from plying for hire. The first of the West Point coolies was discharged, and the second was sentenced to sixteen days' imprisonment without the option of a fine. Of the three men charged from the Central District, the first and second were sentenced to fourteen days' gaol, and the third was remanded until this morning.

SHELL TRANSPORT AND TRADING COMPANY.

The directors recommend a final dividend on the ordinary shares of £2s. 6d. per share, tax free, making 22½ per cent, for the year 1909. They also propose an interim dividend of 1s. per share, tax free, for 1910; both dividends will be payable on July 5. Out of the premiums received on the new shares issued last November £280,000 has been placed to reserve account, making the total of that account £1,000,000, and £20,000 to reserve fund, which will then stand at £120,000. There remains a sum of £205,865 to be carried forward from 1909.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 27th at 12.10 p.m.—The depression lying in the neighbourhood of Vladivostok yesterday is moving slowly away towards N.E. The barometer has fallen slightly over S. China, Formosa and Luzon, and a low pressure appears to be lying over the N. part of the China Sea in about 18° Lat.

Pressure remains high over the Pacific in the neighbourhood of the Bonins.

Light or moderate E. winds may be expected in the Formosa Channel and along the S. coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood E. winds, light to moderate; fair. E. and S.E. Formosa Channel winds, moderate.

South coast of China between Hongkong and Lantau, Same as No. 1

South coast of China between Hongkong and Hainan, Same as No. 1

How to BE BEAUTIFUL—Keep your Complexion, Mrs. Ellen's Crème Charnante, Lait Charnant and Special Skin Tonic and Poudre Charnant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. WATSON & CO., LTD. Sole Agents.

THE BRITISH NAVY.

Those who wish to see the Navy ready for war should read and inwardly digest the paper entitled "Naval War Councils and General Staffs" which Admiral Sir Cyrius Bridge has contributed to the new volume of the "Naval Annual." The Admiral gives more than one excellent and concise account of what is the supreme need of the Navy. He wishes people to understand that the supreme function is that of strategical direction and command, and he lays stress on this being therefore the chief business of the highest authority. That is the whole doctrine in a nutshell and forms the conclusion of the Admiral's paper. A little earlier he pleads for the restoration of strategical and tactical considerations to the predominant position which they must occupy if warfare is to be conducted successfully. Nothing could be more admirable than these definitions, and if the truth which they convey were grasped by Ministers the security of the nation would be increased more than by any increase of the Naval Estimates made without the previous recognition of the significance of the art of war. Sir Cyrius Bridge is afraid that the elementary principle, on which he lays so much stress, of the pre-eminence of the arts of command is not understood by some of those who would like to see something analogous to a General Staff instituted at the Admiralty. Accordingly a large part of his paper is devoted to the effort to convince his readers that no good can come of merely giving the name General Staff to some department to be created. Thus palomical parades are no doubt necessary, but they may puzzle those who have not familiarised themselves with the subject.

Chief of the General Staff was the name adopted in Prussia during and after the wars of liberation for the officer who had before been called Quarter-master-General. That officer was the Commander-in-Chief's principal assistant and was specially concerned with the orders by which the movements of the Army were directed, that direction being the principal and characteristic business of a Commander-in-Chief. After the Peace of 1815 the Commander-in-Chief of the Prussian Army reverted to the King, who had in the recent campaigns devolved it upon Blücher. The Chief of the General Staff was thereafter left with the attributes of a strategical director, or Commander-in-Chief, but without the authority of command. This system became stigmatised, and when a new era of wars began in which King William I. himself exercised the authority of Commander-in-Chief, that monarch entrusted the work of command, the shaping of plans, and the drafting of orders to his Chief of the General Staff, while himself retaining the supreme authority. Moltke, who held the post of Chief of the General Staff, was a strategists of a very high order, and to his ability were due the victories of 1864, 1866, and 1870. He was also a good organizer, and organised his own office so that it was the instrument which he required, and a good educator, so that he trained those who were or were to be employed in that office. The secrets of Prussia's success in the field under King William were, thus, so far as they depended upon the handling of the armies, that it was the work of a great strategist who had time to think out in advance the problems which he had to solve. The office held by Moltke was not directly concerned with the organisation or administration of the Army, but only with its leading in war and with peace preparations for that leading. Thus if another Army or a Navy is to derive benefit from Prussia's experience in 1864, 1866, and 1870 its plan will be to discover its best strategist, and to entrust him both in peace and war with the direction of all belligerent movements and with the design of all the nations. Having chosen this man and given him the duties described, he will be most foolish not to allow him to arrange the working of his own office and to have the selection of its personnel and if he so desired the supervision of their training. That is the doctrine of a Chief of the General Staff. In the Prussian Army a large body of officers are attached to the Chief of the General Staff as his assistants. Their business is to collect the information, statistical, historical, and geographical, which will be useful to him in framing plans. But it is himself who frames the plans. Nothing is more abhorred by the great commanders than councils of war, which are the refuge of weak characters.

There are two tendencies among those who take an interest in war. One set of men plunge into the study of the mechanism, the other set themselves to study the minds and spirits of the great leaders. So, soon as it is a question of the Prussian General Staff the one set try to find out how the office was organised, and find in its arrangements the secret of success. The other set studies Moltke, believing that his masterpiece was in him. The General Staff at the War Office, created a few years ago, has borrowed its name from Prussia, but violates the first canon of the Prussian system, which is to separate the organ of command from that of administration. In the British system the Chief of the General Staff is at once the organ of strategical direction and the principal professional member of the Board that has charge of administration. Thus, the War Office has rejected the Prussian idea while borrowing the Prussian name.

The Admiralty would be set right by the simple expedient of defining the duties of the First Sea Lord to be concerned with all orders for the distribution and movements of ships and fleets, and by relieving him of the functions of administration not involved in those orders. That would of course imply that the First Sea Lord would be selected for his skill as a Strategist and would put the art of war in its right place. But the Admiralty has not chosen this method. It has created a War Council, which must either be useless and injurious or must supersede the First Sea Lord and the Admiralty Board. The organisation of the Navy for war was perverted when the Board of Admiralty, formerly a strategical body, a sort of Commander-in-Chief in commission, had to take upon itself the duties of the Navy Board, which supplied the material part of the Navy. During three generations, mainly of peace, the strategical functions of the Board have been overshadowed by its administrative duties of supplying the ships, guns, and stores. What is now needed is a new classification of duties separating command from supply. What titles are given to the officers concerned can hardly be a matter of vital moment, though it is seldom wise to change names. But it would be a profound mistake to imagine that if the nature and duties of an officer require modification the necessary reform is effected by the introduction of new names. What is wanted is that the Admiralty and the Navy should put the art of war in its right place. War differs from science in that science is a theory that can be learned in the study, whereas war, though its principles can be learned by the study of history, requires for its mastery a life devoted to the practice in the application of those principles. Tactical practice is the true basis of success in naval war, and therefore the true school of naval war is the fleets at sea, in which professors are the Admirals in command. No war college can be a substitute for this the great school, though such a college can and should give to those who attend its courses an insight into naval history and into principles which must react

advantageously upon the exercises of the fleets at sea. Sir Cyrius Bridge has done a service to the Navy by his crusade against words and phrases severed from the realities which they ought to denote.—*The Times*.

SOUTH SEA CANNIBALS.

THE RETURN OF A SCIENTIFIC EXPEDITION.

The *Times of Ceylon*, of June 10th, publishes an interesting interview with Dr. Mueller, a German scientist, who was ethnologist and linguist to an expedition which was recently despatched to the South Seas, to make a scientific study of the Islands and their inhabitants. We left Hamburg in May 1908, he explained, Professor Fullerton, who is a member of the Tropical School of Medicine in Hamburg, being the master, Dr. Düncker, who was in Colombo about July last, was the zoologist, while the other members of the expedition were Dr. Reichen (anthropologist), Mr. Vogel (artist), Mr. Hellwig (collector), and myself, the ethnologist and linguist of the party. We took our passage to Hongkong by the North German Lloyd steamer, and there found awaiting us the *Perito*, a steamer of about 750 tons which formerly belonged to the King of Siam, and had been chartered for our use from the Hamburg-American S. S. Company. It had been specially fitted up with dark rooms, etc., and suited our purpose admirably.

LOST ISLANDS.

We sailed for New Guinea, cruising along the Equator for about five days. During the passage, we made the discovery that two Islands, which are marked on the old sea charts, are not in existence. We visited St. Mathias, Squally Island—which the natives call *Emirin*—and Tunch Island (Korus) in turn and then went to the Admiralty Islands—called by the natives *Manus*—where the Islanders are known as the wildest in West Pacific. We camped on shore for three weeks and had rather an exciting time, having always to keep a watch on the natives, who are far from civilized. One of our party and two black boys were always on the watch. But we had very little trouble with them. They are cannibals, but strangely enough they don't eat Europeans although they would not hesitate to kill them. They eat their own people in preference. They are armed with spears with glass heads. Several years previously they killed the members of a white expedition, and in another of the other Islands we visited, a party of white men, who made an expedition into the Island, were also attacked and massacred. There are one or two European stations on Admiralty Islands, but they are far away from the main islands, where the natives are particularly dangerous. On these stations, fires are kept burning all night, and men are ever on the watch, as the natives frequently attack them. The Europeans are engaged in the cultivation of coconuts, and do very well, the plantations being particularly fine. After camping here for three weeks we returned to Simpshafen, the seat of the Governor of German New Guinea, and commenced packing our collections, which formed a very interesting array of native ornaments, weapons, skulls, skeletons, etc. We again made a move after a short stay and cruised around the Islands of New Pomorina for about three months. The west half of the Islands was actually crossed by members of the expedition on two occasions, and it was evident that the natives were not a white man. We anchored at the mouth of the Pulu River, the natives marvelling at the *Perito*, having never seen a vessel like it before. Having chosen this man and given him the duties described, he will be most foolish not to allow him to arrange the working of his own office and to have the selection of its personnel and if he so desired the supervision of their training. That is the doctrine of a Chief of the General Staff. In the Prussian Army a large body of officers are attached to the Chief of the General Staff as his assistants. Their business is to collect the information, statistical, historical, and geographical, which will be useful to him in framing plans. But it is himself who frames the plans. Nothing is more abhorred by the great commanders than councils of war, which are the refuge of weak characters.

There were quite contented with their stone axes and favoured the bottle because they could smash it and shave with the broken pieces of glass. The men wear nothing in the way of clothes, and the women's dress consists solely of a small cloth falling from the waist. Both the men and women wear numerous ornaments, and are also painted.

When we had completed our investigations, we returned to Hongkong, and then the second expedition started. This one was led by Professor Kraemer, a staff surgeon in the German Imperial Navy, while Dr. Hambrock, Dr. Safford, Mr. Hellwig, and myself were the other members of the party. Our object was to study the Caroline Islands. We had the use of the *Perito*, and every member of the expedition took an Island. We found the natives here possessed a much higher sense of civilization than those in the South Sea Islands. In appearance they closely resemble the Malays. The expedition was quite satisfactory and we returned to Hongkong safely.

Questioned with regard to the specimens collected in the course of the two expeditions, Dr. Mueller said the ethnological specimens numbered about 12,000. They had also collected about 700 skulls and skeletons and, in addition obtained a large and interesting zoological collection. They filled a big store at Hongkong, and included many interesting objects, religious ornaments, native weapons, human remains, etc. Everything they found was quite new, and details will be embodied in a large book which is to be published.

Perhaps the most interesting incident of the expedition, added Dr. Mueller, was our tip up the River Empress Augusta. The natives of New Guinea are apes and have strong cannibalistic tendencies, except in those parts which are under the close control of the government.

Router, remarked our reporter, recently wired to say that a new race of Negroid pygmies had been discovered in Dutch New Guinea. Can you enlighten us on this subject?

Dr. Mueller replied that he thought it must be a mistake. There were no pygmies in New Guinea. It was reported to the expedition that some existed, but though they searched for them they were never able to discover any. Some of the natives somewhat closely resembled pygmies, being very small, but others were tall, and the members of the expedition arrived at the conclusion that there was no race of pygmies existing in New Guinea.

It is stated that an employee of one of the largest British armours plate-making firms has discovered a hardening process which is greatly superior to anything of the kind now in use. It is further stated that after exhaustive experiments, the Government has secured the rights of the invention, which in will be applied in the building of British warships. This also takes effect on our national customs.

SINGAPORE AND THE SHIPPING RING.

The following editorial in the *Singapore Free Press* is an interesting commentary on the present situation:

Before the important "Freight and Steamer Ordinance 1910" is finally placed upon the Statute Book of the Colony, as we sincerely hope it will be at no very distant date, the public will probably have a surfeit of criticisms, destructive and constructive, on what should have been done, or what might have been done, to free the port from the thralldom of shipping rings. It seems to us that the Government have honestly striven to find a remedy for the admitted evils of the deferred rebate system, and the closing of the ports of the Colony to freedom of freight. The essence of the matter is comparatively simple. There is a combination injurious to the trade of the Colony in the Shipping Conference. Locally we are practically unanimous, and the Royal Commission on Shipping said plainly, that if the conditions were not altered, local legislation would be necessary. The Government now proposes legislation of a simple and thorough nature, by taxing all Conference shipowners twenty per cent. of their freight if their combination is injurious to the trade of the Colony, and by giving the power to claim a ten per cent. rebate under similar circumstances. The form of the legislation is that all bills of lading have to pay a twenty per cent. ad valorem duty unless they are for ships that are specifically exempted by reason of being outside an injurious combination; at the same time shipowners may claim a ten per cent. rebate on their freights unless the carrying ship is similarly exempted. The object of the bill is the abolition of the system of deferred rebates by legislation, the first of the remedies proposed by the witnesses in the South African section of the Royal Commission Report. As to points which have been already raised here, we now quote these paragraphs from volume V. of the Report:

Of these witnesses some were of opinion that

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matter to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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INTIMATIONS

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the Gymnasium of the Club, TO-DAY (TUESDAY), the 28th inst., at 5.45 P.M. for the purpose of considering and passing the Annual Reports and Statement of Accounts for 1909.

R. L. BRIDGER,

Acting Hon. Secretary.

Hongkong, 21st June, 1910. [765]

HONGKONG ICE COMPANY.

AN EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the General Managers at NOON on MONDAY, 4th July, to consider the proposed extension of plant and premises.

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 23rd June, 1910. [774]

G. R.
MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of the LICENSING BOARD will be held in the COLONIAL SECRETARY'S OFFICE at 2.15 P.M., on WEDNESDAY, the 6th day of July, 1910, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898-1909, viz:-

From one WILLIAM GALLAGHER for a Publican's Licence to sell by retail intoxicating liquors on premises, No. 2, Pak Shui Wan, Shek Kj Wan, under the sign of "THE BELLE VIE HOTEL".

From one RAMIS DAVID for the transfer to him from one O. E. OWEN of the Publican's Licence to sell by retail intoxicating liquors on premises, No. 29, Haiphong Road, Kowloon, under the sign of "THE KOWLOON HOTEL".

G. A. WOODCOCK,
Secretary to the Licensing Board.
Hongkong, 24th June, 1910. [779]

KOWLOON HOTEL

IT IS HEREBY NOTIFIED that the above HOTEL will, as from the 1st July next, be taken over by the Executor of the late Mr. J. W. OSBORNE, and from that date will be under entirely New Management. The New Manager will not be responsible for any debts incurred prior to the 1st July, 1910, by the old Management.

Dated 24th day of June, 1910. [778]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the STATE of NORTH BORNEO from 1st JANUARY, 1911, as set out hereunder:-

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock Noon, on the 1st day of OCTOBER, 1910, for the purchase of the exclusive privilege of the Farms enumerated below for a period of 1, 2 or 3 years, commencing on the 1st JANUARY, 1911.

The Farms above referred to are the OUPIN, SIRIA, GAMBLING, and PAYNBROOK FARMS for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. GUTHRIE & CO., Singapore and Penang, or of Messrs. GIBB, LIVINGSTON & CO., at Hongkong.

The retail rates for Chanda fixed by Government for the Oupin Farm for 1911, 1912 and 1913 are those specified below, viz:-

For every 3 huk packet ... 50.14²
" 4 " ... 0.19
" 5 " ... 0.24
" 6 " ... 0.28
" 3 chi receivable ... 1.45
" 1 tabl " ... 4.80

Hongkong, 21st June, 1910. [762]

NOTICE.

THE Undersigned will not be Responsible for any Debt Contracted by his wife, JESUITA MARIA.

J. M. XAVIER,

No. 18, Bellios Terrace.

Hongkong, 24th June, 1910. [773]

TENS OF THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

The Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad by H.M. War Department, the Admiralty, the Imperial Maritime Customs and all large local concerns.

Prospective samples and all information from the General Agents.

SIEMSEN & CO.

(Machinery Dept.), Hongkong.

7481

GRAUA & CO.

27, DES VŒUX ROAD.

Dealers in

ASiATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUSI Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Public Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection invited.

475

PUBLIC COMPANY

CHINA LIGHT AND POWER CO., LTD.

LOST.

CERTIFICATE of 100 Shares standing in the Register of this Company in the name of ARTHUR CECIL SHEWAN MANNERS has been LOST.

Serial No. 269-13313/13412-100 Shares NOTICE IS HEREBY GIVEN that

Duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 24th June, 1910. [775]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1909.

£19,121,310.

I. Authorised Capital ... £6,000,000

Subscribed Capital ... 5,275,000

Paid-up Capital ... 1,212,500

3,204,753 7 10

II. Fire Funds ...

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS

against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 15th January, 1909. [908]

FEDERAL MARINE INSURANCE CO., LTD., OF ZURICH.

THE Undersigned have acted as GENERAL AGENTS of the above Company for the past 15 years, and continue to ACCEPT RISKS at Current Rates.

DADY BURJOR & CO.,

General Agents.

22, Des Vœux Road, Central.

Hongkong, 23rd May, 1910. [685]

CHEESE

MILD CANADIAN STILTON

60 CENTS PER LB.

THE DAIRY FARM CO., LTD.

42

NEW CARTRIDGES.

BY Popular Demand,
all Bore and Sizex.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at 56.57 and 57.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
WITH CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. [33]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [546]

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, NAMAZU, YASO, SHINMEW and RAMIYAMA Coal.

SOLE AGENTS for KISHIWA, MIYAO and KIGYO KOMATSU Coal.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI".

Codes, A.I., ABC 5th Ed., Western Union.

AGENCIES—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRAHAM & CO.

MANILA: Messrs. MACDONALD & CO.

For Particulars apply to

H. OISHI,

Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909. [574]

Inspection invited.

475

ASiATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUSI Received a Selection of POSTAGE STAMP CATALOGUE for 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Public Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection invited.

475

TO LET

TO LET.

NO. 156, PRAYA EAST, From 1st June.

ALSO OFFICES at No. 2, PEDDER STREET, From 1st July.

Apply to—MESSRS. JARDINE, MATHESON & CO., LTD.

Hongkong, 1st June, 1910. [706]

TO LET.

OFFICES in Des Vœux Road, Central, corner of Ice House Street.

Apply to—MESSRS. PERCY SMITH & FLEMING,

5, Queen's Road.

Hongkong, 2nd June, 1910. [440]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & CO., LTD.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st June, 1910. [29]

TO LET.

A LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenue.

Apply to—C. A. R. D'ASSUMPOÃO,

75, Praia Grande, MACAO.

Hongkong, 6th June, 1910. [719]

TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses.

GODOWN, D8, Duddell Street.

EILDONAN, No. 5, Des Vœux Villas, Peak.

CHIL

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are receivable at periodical drawings, either with Cash Premiums varying from £10 to £10,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most convenient ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Written for Handbook sent just now.

MELVILLE, GLYN & CO., Bankers, 3, Rue de la Bourg, PARIS (France). [23]



COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

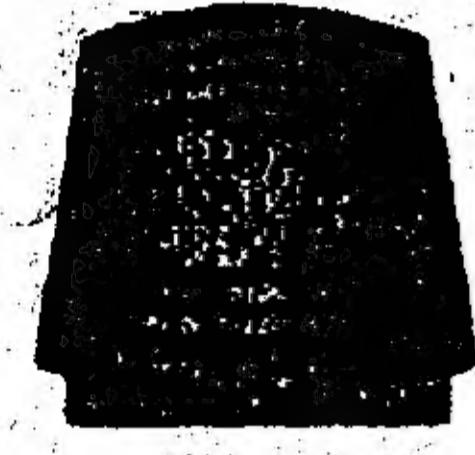
From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [714]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



Consumption Can be Cured

AT LAST A REMEDY HAS BEEN FOUND THAT CURES CONSUMPTION



Derk P. Yonkerman, Discoverer of The New Cure for Consumption.

Marvellous as it may seem after centuries of failure, a remedy has been discovered that has cured the Deadly Consumption even in the advanced stages of the disease. No one will longer doubt that Consumption can be cured after reading the proof of hundreds of cases cured by this wonderful discovery—some after change of climate, and all other remedies tried had failed, and the cures had been considered hopeless of cure. This remedy has also proved itself effective and speedy in curing Cataract, Bronchitis, Asthma, and many serious throat and lung troubles.

In order that all in need of this wonderful product of Science may know of its efficacy for themselves, a Company has been formed to give this knowledge to the world, and a book on the treatment can be obtained by writing to the Derk P. Yonkerman, Co. Ltd. (Dept. 22), 6, Bouvier Street, London, E.C. Send no money. Simply mention this paper and ask for the free book. It will be sent to you by return of post; carriage paid.

RUBBER OUTWIT-MAATSCAPPIJ OF AMSTERDAM

At an extraordinary general meeting held at Winchester House, Mr. W. F. de B. Maelzer, who presided, said that the object of the meeting was to obtain the approval of the shareholders to a special resolution authorizing the directors to enter into an agreement or agreements for the sale of the estates of the company in Java on such conditions and terms as the directors might think desirable. He explained the proposal and moved a resolution in accordance with the object of the meeting, which was seconded and carried without discussion.

LANADERON RUBBER ESTATES.

The second annual meeting was held at Winchester House. Mr. A. Mollwraith, who presided, said that the cost of development during the past year amounted to £10,500 per acre, or £22 per lid, in excess of that in the previous year. This increased cost was of a temporary nature only. The sale of produce and other receipts for the year amounted to £93,277, leaving a profit of £73,217. A dividend of 10 per cent. was paid last November, and it was now proposed to make a final distribution of 17 per cent. The estimated crop for 1910 was 350,000lb. A number believed that the present condition of things with regard to the rubber market could last, and it was not desirable in the interests of manufacturers and growers that it should do so. He moved the adoption of the report, which was seconded by Mr. Hunt and agreed to. Replying to a question, the chairman said that the company had made no forward sales of rubber.

The C.P.R. Co. str. Empress of Japan arrived at Vancouver on the 25th instant.

The N.Y.K. str. Tosa Maru (Bombay Line) left Moji for this port on the 24th instant, and is expected here on the 29th instant.

The N.Y.K. str. Nipko Maru (Australian Line) left Thursday Island for this port via Manila on the 23rd instant, and is expected here on the 4th prox.

The N.Y.K. str. Aki Maru (European Line) left Moji for this port via Shanghai on the 27th instant, and is expected here on the 4th prox.

The N.Y.K. str. Yamada Maru (Australian Line) left Yokohama for this port via Kobe, Moji and Nagasaki on the 25th instant, and is expected here on the 5th prox.

The N.Y.K. str. Iwata Maru (American Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 27th instant, and is expected here on the 10th prox.

At the statutory general meeting held at the London Chamber of Commerce, Oxford-court, Mr. Edgar George Money (chairman of the company) presided. A representative of Messrs. Bowes Brothers (the secretaries) read the notice convening the meeting. The Chairman, in the course of his remarks said: "The notice of the meeting was accompanied by a circular, which placed before you particulars of certain discrepancies between the report on the estates by Mr. Irving issued with the prospectus and a subsequent report received from Mr. Herly, who is the visiting agent employed on behalf of the company. There were two estates acquired by this company—viz., Bukit Batan and Java Selangor. The discrepancies referred to are practically confined to the former. The circular issued gives particulars of the same, and of certain proposals made by the vendors to the company—the Malay Produce Syndicate—and by Mr. Irving, with the object of guaranteeing the company against any loss in the matter. Having referred to the reported condition of two blocks of land on the Bukit

RUBBER NEWS.

IS IT TRUE? Mr. Walter Jackson, who has just come back from a visit to China, states, according to the Times of Malaya, that it is dangerous to mention rubber in Shanghai at present.

COAGULATING RUBBER.

An improved method of coagulating rubber and of removing impurities from the latex is said by the Semaraya Handeldeel to have been invented by Dr. Von Faber, a scientist attached to a sugar planting laboratory there. The discovery resulted from experimenting with latex from different kinds of rubber. Two samples of latex so treated yielded over 96 per cent. of pure rubber.

UNITED BATANG RUBBER ESTATES.

The statutory meeting was held on June 3rd at the office, Mining-lane. Mr. A. G. Angier, who presided, said that Dr. Connolly, their resident manager, was attacking the work of cleaning up the property with vigour, and he reported the general appearance of all three estates as good. There had been no difficulty as to labour. They had about 100,000 plants of seedlings in the nurseries, and Dr. Connolly was laying down government plots of 100,000 to 200,000 seeds, and as far as the coconuts cleared weeded any part of the estates seedlings or stumps were at once planted to fill any vacancy. On the new areas being opened up this year and next it was proposed to plant robusta coffee, which matured in about three years. The coffee would be cut out later, when the Hevea trees arrived at maturity. Tapping had already been started on the older trees on the Changkat Lada estate.

DEJEMBER RUBBER ESTATES.

The statutory meeting was held on June 3rd. Mr. Herbert C. Hadfield, who presided, said that the purchase of the estates had been completed in the terms set out in the prospectus. The Dejember Company had taken over all the shares of the vendor company—the Dutch company—and the directors had been appointed directors of that undertaking. Thus it would not be necessary to form a new company in Holland to comply with the law. The labour force on the estates was ample at present, but the increased cost for labour, not only in Java but also in Sumatra and Borneo, might make it difficult to get an adequate supply in the future. The climate, soil, and rainfall were all that could be desired.

LEDGERY RUBBER ESTATES.

Presiding at the first annual meeting held at Winchester House, Mr. A. Mollwraith said that the successful results of the past year's operations were due to their increased production of rubber and to the exceptional prices obtained. The amount of rubber marketed increased from 23,556lb. in 1908 to 66,881lb. in 1909, which realized an average price of 7s. 7d. per lb. Rubber, like every other article that entered largely into manufacture, was amenable to the influences that operated when the cost became abnormally high. Those influences would sooner or later "turn the tide." There was no need, the board thought, to fear anything in the nature of a "slump" in prices—at least for some time—but they were of opinion that a lower level would be better for all concerned, manufacturers and growers alike, as tending to eliminate, or curtail, the speculation which appeared to have been rather rampant of late. The company's output for the current year was estimated at 90,000lb. He moved the adoption of the report, which was seconded by Mr. F. W. Barker and agreed to, the proposed dividend at the rate of 17½ per cent. being also approved. Replying to a question, the chairman said that a call would probably be made on the shares, at present 7s. 6d. paid on January 1 next.

SUNGAI MATANG RUBBER COMPANY.

Lord Moleworth presided at Winchester House over the statutory meeting, and congratulated the shareholders on the company's financial position. Of the 105,000 shares originally held in reserve for additional working capital, 50,000, or practically one-half, had been already called by the syndicate. The original syndicate was formed in August, 1907. By March, 1909, it had planted 330 acres of rubber. Requiring more working capital fully to develop its property, it formed the company, to which it sold its estates for the exact amount of its issued capital, and took the whole of the purchase price in fully paid shares. On the previous day a cablegram was received from their visiting agent stating that the estate had greatly improved.

RUBBER OUTWIT-MAATSCAPPIJ OF AMSTERDAM

At an extraordinary general meeting held at the office, 10, Queen's Gate, London, Mr. W. F. de B. Maelzer, who presided, said that the cost of development during the past year amounted to £10,500 per acre, or £22 per lid, in excess of that in the previous year. This increased cost was of a temporary nature only. The sale of produce and other receipts for the year amounted to £93,277, leaving a profit of £73,217. A dividend of 10 per cent. was paid last November, and it was now proposed to make a final distribution of 17 per cent. The estimated crop for 1910 was 350,000lb. A number believed that the present condition of things with regard to the rubber market could last, and it was not desirable in the interests of manufacturers and growers that it should do so. He moved the adoption of the report, which was seconded by Mr. Hunt and agreed to. Replying to a question, the chairman said that the company had made no forward sales of rubber.

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Batan estate, he said that Mr. Henry estimated that the development of the cultivation would be delayed, so that the estimated crop for the first year or two anyhow were not likely to be secured. Continuing, he said: "It is due to the vendors and to Mr. Irving (who, it was stated, did not agree with the conclusions arrived at by Mr. Henry) that I should say that they have shown themselves willing to meet us handsomely in this matter, and it is the opinion of the directors that the proposals made by them, which are embodied in the agreement referred to, will, if adopted, place this company in as good and probably in a better position than that indicated by the prospectus."

RUBBER ESTATE RETURNS.

APRIL MAY TOTAL

Allagar 2,403 3,100 11,400

Alor Pongau 1,150 1,870 3,020

Alma 500 600 1,200

Anglo-Blayok 48,839 47,953 249,883

Ayer Kuning 273 273 546

Balgowrie 3,675 9,778 47,782

Banteng 1,381 1,716 7,126

Batu Caves 10,952 12,255 43,043

Batu Tiga 6,323 6,622 29,832

Bertam 10,000 12,488 42,083

Beveras 5,761 8,943 40,202

Bikan 785 775 7,715

Bukit Kajang 3,251 3,821 12,761

Bukit Rajah 30,653 30,653 146,363

Bukit Lintang 3,000 3,320 13,670

Carry United 7,700 12,030 39,250

Castelabat 2,700 3,030 14,042

Changkat Sardang 3,003 3,003 12,699

Changkat Selangor 901 901 4,441

Cicely 9,450 9,450 37,631

Consolidated Malay 21,855 21,855 93,041

Calcedoni 17,687 17,687 63,447

Damansara 23,327 23,327 77,998

Edinburgh 5,600 6,400 29,350

Federated (Selangor) 28,695 33,401 129,577

Ex M.S. Rubber 29,330 31,870 129,577

Gedong 13,500 13,500 57,500

Glosterly 2,045 1,621 7,850

Glenloch 2,326 3,120 11,235

Golden Hope 6,836 5,877 24,960

Goleonda 11,601 11,601 45,538

Harpendon 6,485 6,485 18,130

Heewood 907 907 9,07

High & Lowland 42,265 38,646 212,086

Indah Kassat 12,646 14,428 64,537

Jugra 7,170 9,671 25,272

Jelong 16,570 18,500 82,840

Kapar Para 10,641 10,641 36,985

Kamuning 6,293 7,171 31,803

Kempsey 2,043 2,043 9,195

Kepong 2

TO-DAY
5.45 P.M.—Annual General Meeting of Victoria Recreation Club.

FORTHCOMING EVENTS.
Wednesday, 29th June—Now, No. 1 Bandmann Opera Co. at Theatre Royal—"The Doll Princess," 9 P.M.
Monday, 4th July—An Extraordinary General Meeting of Hongkong Ice Co. at Noon.
Wednesday, 6th July—Meeting of the Licensing Board in the Colonial Secretary's Office, 2.15 P.M.

SHIPPING.

ARRIVALS.
ARCADIA, German str., 4,544, Haase, 26th June—Shanghai 22nd June, General—Hamburg-Amerika Line.
ESKDALE, British str., 1,946, H. Adam, 26th June—Aden 31st May, Salt—Order.
HONGKONG, French str., 739, A. Cornelissen, 26th June—Hamburg 24th June, General—A. R. Murry.
MACHAON, British str., 4,000, G. W. Long, 26th June—Liverpool and Singapore 22nd May, General—Butterfield & Swire.
MACHEW, German str., 993, C. Wolf, 27th June—Bangkok and Kohchang 21st June, Rice—Butterfield & Swire.
PERSEUS, British str., 4,299, E. Warrall, 26th June—Fochow 25th June, General—Butterfield & Swire.
SZEKHUN, British str., 1,004, J. V. Sidford, 27th June—Shanghai 23rd June, General—Butterfield & Swire.
TILIWONG, Dutch str., 3,061, A. Pander, 27th June—Batavia 19th June, General—Java-China-Japan Line.
YENISANG, British str., 1,122, P. H. Rolfe, 27th June—Manila 25th June, General—Jardine, Matheson & Co.
ZAFIRO, British str., 1,518, R. Rodger, 27th June—Manila 24th June, Hemp, Sugar and General—Shewan, Tomes & Co.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE
27th June.

Arcadia, German str., for Straits.
Bangkok, German str., for Bangkok.
Haiyan, British str., for Swatow.
Holon, German str., for Shanghai.
Kaochang, British str., for Shanghai.
Machon, British str., for Hainan.
Mathilde, German str., for Hainan.
Paranam, German str., for Bangkok.
Quinto, German str., for Saigon.
Tenten, German str., for Bangkok.

DEPARTURES.
27th June.

AREATOON APCAR, British str., for Singapore.
BRECONSHIRE, British str., for London.
EASTERN, British str., for Melbourne.
KAWACHI MARU, Japanese str., for Singapore.
KWANGTAK, Chinese str., for Shanghai.
MAEIR, German str., for Saigon.

SHIPPING REPORTS.
The British str. Zafiro reports: Light to moderate winds, smooth sea and fine weather.
The British str. Seachuck reports: Thick fog on the evening of the 23rd instant, to port line weather with light S.W. wind.

VESSELS IN DOCK.
June 27th.
KOWLOON DOCK—Gloria, John Prentiss Series Bander, Chouya, Hangha, H.M.S. Whiting, Clam, Persus, Rob, Lelandy.
COSMOPOLITAN DOCK—Marie, Hsing Shan, Taikoo Dock—Kwong Yuen, Union Anhui, Macau, Shan, Hopacthe, Mongolia.

PASSENGERS.
ARRIVED.

For Seachuck, from Shanghai, Capt. Robinson, A. Allen.
Per Tiliwong, from Batavia, Mr. Reisma and Mr. U. J. Brock.

Per Zafiro, from Manila, Messrs. J. Valentine, E. Aitken, B. Whitcomb, H. Hirsch, G. H. Allen, L. Bradway and A. Cohen.

Per Yenisang, from Manila, Messrs. W. I. D. Weller, W. L. Dickenson, M. Versose, M. Peligio, M. Esqueria, Jose Crops, J. H. Lawe.

DEPARTED.
Per Eastern, for Australia, Mr. H. Curton, Mr. F. A. Dawson, Mr. G. Hardin, Mrs. Mead, Mr. Kennedy, Miss Kennedy, Miss Latin, Miss Clarence, Miss O'Connor, Miss B. Fleming, Mr. T. Wilton, Mr. O'Connor, Mr. H. Jackson, Mr. J. Underwood, Dr. and Mrs. J. dos Santos and child, Rev. M. Alves de Silva, Mr. H. P. Robinson, Mr. A. A. Granado, Mr. W. N. Barnes, Mrs. Burton and 5 children.

VESSELS ON THE BERTH
FOR SINGAPORE, PENANG AND CALCUTTA.
(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius).

THE Steamship
"CATHERINE APCAR,"
Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 30th inst., at NOON.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 27th June, 1910. [770]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELTA," Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from the for Bombay &c., on SATURDAY, the 9th July, 1910, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MACEDONIA," 10,512 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London will be conveyed via Bombay by the R.M.S. "CALMADONIA," due in London on the 21st August, 1910.
Parcels will be received at the Office until 4 P.M. the day before sailing. The content and value of all packages are required.
For further particulars, apply to
A. HEWETT,
Superintendent.
Hongkong, 27th June, 1910. [1]

VESSELS ADVISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRAZIL, to PERNAMBUCO, PER SEA, BLACK SEA, LIVANT, VENICE, and ADRIATIC PORTS).

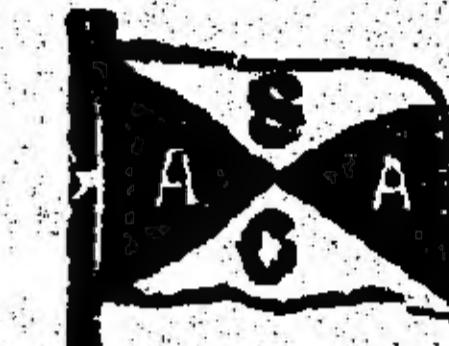
THE Company's Steamship
"E. FRANZ FERDINAND," Captain Cobel, will be despatched as above TO-MORROW, the 29th June, at 4 P.M.

This Steamer has splendid accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor and stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents, Prince's Buildings, Hongkong, 27th June, 1910. [3]

HONGKONG—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SURZ CANAL.
(With Liberty to call at the Malabar Coast).

"INDRASAMHA" On 4th July, 5 P.M.
For freight and further information apply to
SHEWAN, TOMES & CO., General Agents, Hongkong, 26th June, 1910. [740]

CANADIAN PACIFIC RAILWAY CO.
FOR VANCOUVER.
THE Steamship
"KUJERIC," FROM HONGKONG, ON TUESDAY, THE 5TH JULY, FOR VANCOUVER DIRECT.

To be followed by
AYMBRIC 26th July.
OCEANO 27th Sept.
KUMERIC 20th Oct.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO., Hongkong, Hongkong, 23rd June, 1910. [769]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to call at the Malabar Coast).

THE Steamship
"WYNERIC" will be despatched for the above Ports on WEDNESDAY, the 13th July, 1910.

For Freight apply to
ARNHOLD, KABERG & CO., General Agents, Hongkong, 21st June, 1910. [764]

Cutler, Palmer & Co.'s SPECIAL BLEND WHISKY.

FOR BOSTON AND NEW YORK.
(With Liberty to call at the Malabar Coast).

THE Steamship
"WYNERIC" will be despatched for the above Ports on WEDNESDAY, the 13th July, 1910.

For Freight apply to
ARNHOLD, KABERG & CO., General Agents, Hongkong, 21st June, 1910. [764]

Cutler, Palmer & Co., London, AGENTS.

SIEMSSEN & CO., HONGKONG.

CANADIAN PACIFIC RAILWAY CO'S
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the INLAND SEA of JAPAN) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. From St. John, N.B. From Quebec.

"EMPEROR OF INDIA" SAT, 16th July. "EMPEROR OF IRELAND" FRI, 12th Aug.
"EMPEROR OF JAPAN" SAT, 6th Aug. "ALLAN LINE" FRIDAY, 2nd Sept.
"MONTEAGLE" TUESDAY, 16th Aug. "EMPEROR OF CHINA" SAT, 27th Aug.
"EMPEROR OF CHINA" SAT, 17th Sept. "EMPEROR OF BRITAIN" FRI, 23rd Sept.
"EMPEROR OF INDIA" SAT, 17th Sept. "ALLAN LINE" FRIDAY, 14th Oct.
"EMPEROR OF JAPAN" SAT, 8th Oct. "EMPEROR OF IRELAND" FRI, 4th Nov.

From Hongkong. From St. John, N.B. From Quebec.

"EMPEROR" "Monteagle" Steamships leave HONGKONG at 6 P.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPEROR" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 271.10

Intermediate on Steamers) 243 " 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all ports and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR

SHANGHAI, KOBE & YOKOHAMA "ERNEST SIMONS" ON 4th July, P.M.

YOKOHAMA "Girard" ON 5th July, 1 P.M.

MARSEILLES VIA PORTS "ARMAND BEHIC" Capt. Gioumet

SHANGHAI, KOBE & YOKOHAMA "POLYNESIEN" Capt. Broc

YOKOHAMA "TONKIN" Capt. Charbonnel 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from 227 lbs. up to 271 lbs. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For further particulars, apply to

P. THOMAS, AGENT, Queen's Building.

Hongkong, 22nd June, 1910. [2]

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR

SHANGHAI, NAGASAKI, KOBE "LUETZOW" About

and YOKOHAMA "BARTHING" 29th June.

NAPLES, GENOA, ALGIERS, "YORK" Thursday, 30th

ANTWERP & BREMEN Capt. J. RANDEMAN

MANILA, ANGOLA, YAP, NEW GUINEA, BRISBANE, SYDNEY "COBLENZ" Saturday, 16th

JULY, at D'Light Capt. H. RAEGENER

For further particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 22nd June, 1910. [15]

Hongkong, 22nd June, 1910.

2

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, SIMLA, ANG COLOMBO, PORT SAID and MARSAILLES	2 P.M., 30th June	Freight and Passage.	
SHANGHAI, MOJI, KOBE and YOKOHAMA	2nd July	Freight only.	
SHANGHAI	7th July	Freight and Passage.	
LONDON via USUAL PORTS DELTA	9th July	See Special List of Call.	
SHANGHAI, TAKU, NA, GAKASAI, MOJI, KOBE and YOKOHAMA	11th July	Freight only.	

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 26th June, 1910.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAPERO	2540	R. Rodger	Manila	On 9th July, Noon.
BUBI	2540	A. Fraser	Manila	On 16th July, Noon.

For Freight or Passage apply to

Hongkong, 27th June, 1910.

SHEWAN, TOME & CO.,
General Managers. [12]

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG, and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG : HOMeward.

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	STEAMERS	TO SAIL
SS. MECKLENBURG	1st July.	FOR ROTTERDAM, HAMBURG & ANTWERP.
SS. SCANDIA	14th July.	SS. SIRTHONIA ... 22nd July.
SS. SAXONIA	28th July.	SS. ARABIA ... 23rd July.
SS. SPEZIA	12th Aug.	FOR MARSAILLES, HAVRE & HAMBURG:
		SS. MECKLENBURG ... 8th Aug.
		SS. BRASILIA ... About middle of Aug.
		FOR HAVRE & HAMBURG:
		SS. SCANDIA ... 15th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 25th June, 1910.

Hongkong Office. [11]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 28th June, 3 P.M.
CEBU & ILOILO	"SUNGKUANG"	On 28th June, 5 P.M.
SWATOW, AMOY & SHANGHAI	"KWELIN"	On 28th June, 9 P.M.
NINGPO, WEIHAIWEI, CHEFOO & NEWCHANG	"PAOTING"	On 29th June, 4 P.M.
SHANGHAI	"ANHUI"	On 29th June, 4 P.M.
AMOY, CEBU & ILOILO	"KAIKONG"	On 2nd July, D'light.
SHANGHAI	"FOOCHOW"	On 3rd July, D'light.
	S.S. "LINTAN" and S.S. "SANUL"	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailing. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS, Hongkong, 28th June, 1910.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Wed'day, 29th June, Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 1st July, Noon.
TIENSIN	"CHEONGSHING"	Friday, 1st July, 4 P.M.
MANILA	"YUENSANG"	Friday, 1st July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wed'day, 6th July, Noon.
MANILA	"LOONGSANG"	Friday, 8th July, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "KUISANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., Hongkong, 28th June, 1910.

GENERAL MANAGER [14]

INDO-CHINA S. NAV. CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days.)

LEAVING.

CAPTAIN

STEAMERS

HAITAN

Capt. J. W. Evans

FRIDAY, 28th June, at 10 A.M.

HAIYANG

Capt. A. E. Hodgins

TUESDAY, 5th July, at 10 A.M.

HAICHING

Capt. W. C. Passmore

TUESDAY, 5th July, at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days.)

HAIMUN

Capt. A. H. Stewart

WED'DAY, 29th June, at 10 A.M.

HAIMUN

Capt. A. H. Stewart

SUNDAY, 3rd July, at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 28th June, 1910.

[9]

DOUGLAS STEAMSHIP CO., LTD.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

COPENHAGEN and BALTIc PORTS "NIPPON" First half of July.

SHANGHAI, YOKOHAMA and KOBE "INDIEN" End of July.

COPENHAGEN and BALTIc PORTS "INDIEN" End of August.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 27th June, 1910.

[6]

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd CLASS \$80 \$70 \$60 \$50

With Option of rail between Calling Ports in Japan.

5 Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailing, Etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

The Bank Line Ltd.'s steamer "Aymeric" left Vancouver, B.C., on the 4th inst. for Hongkong via Japan ports.

THE MERCHANT STEAMERS.

The steamer "Glenes" left Singapore on the 22nd inst. and is due here to-day at daylight.

The H.M.S. steamer "Medway" left Singapore on the

MUSICAL INSTRUMENTS AND STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.
ALL WOOD and BRASS WIND INSTRUMENTS.
ALUMINIUM MANDOLINES FOR HOT CLIMATES.
NOVELTIES OF FITTINGS and STRINGS.
GEBRUEDER SCHUSTER, MARKNEUKIRCHEN 76.
For Particulars, Catalogues and Samples apply to the Sole Representative for China:
HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-51

POST OFFICE NOTICE

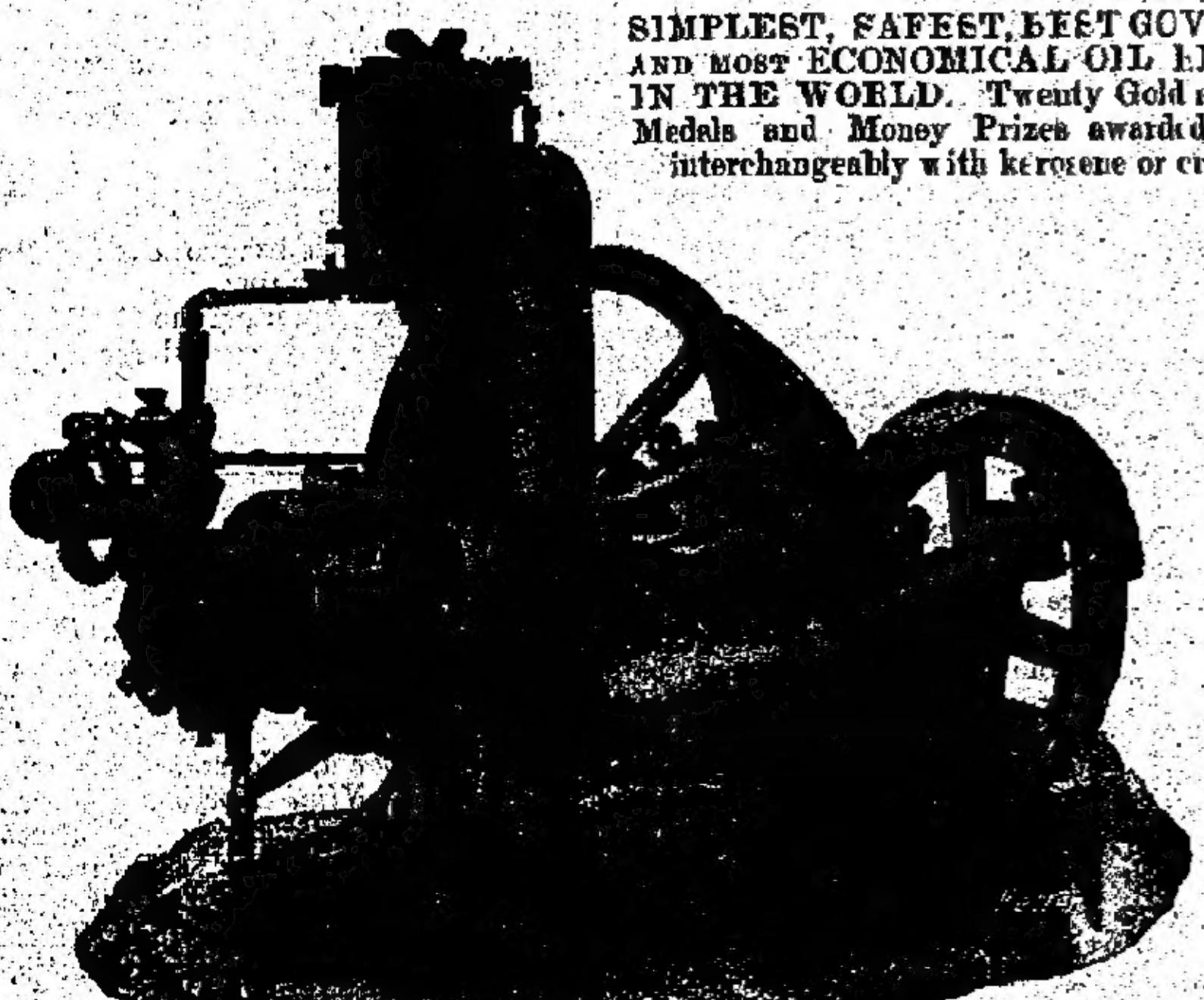
Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Tenyo Maru*, with the American mail, is due to arrive here to-day, at 8 a.m.
The *Luochow*, with the German mail of the 1st inst., left Singapore on Saturday, the 25th inst., and may be expected here to-morrow, at 9 a.m.
The *Ernest Simons*, with the French mail of the 3rd inst., left Singapore on Sunday, the 26th inst., at 8 p.m., and may be expected here on or about Monday, the 4th inst., at daylight.

FOR	PRE	DATE
Bangkok	Quinta	28th, 8.00 A.M.
Bangkok, Amoy and Foochow	Hatton	22th, 9.00 A.M.
Bangkok	Tsintau	23th, 9.00 A.M.
Bangkok	Phrahan	23th, 9.00 A.M.
Bangkok	Sui Tai	23th, 1.15 P.M.
Bangkok	Perseus	23th, 2.00 P.M.
Bangkok	Tsiming	28th, 2.00 P.M.
Bangkok	Kweiin	28th, 3.00 P.M.
Bangkok	Sungkhang	28th, 4.00 P.M.
Bangkok	Choufu	28th, 5.00 P.M.
Bangkok	Wednesday	29th, 9.00 A.M.
Bangkok	Wednesday	29th, 9.00 A.M.
Bangkok	Wednesday	29th, 11.00 A.M.
Bangkok	Wednesday	29th, 11.00 A.M.
Bangkok	Wednesday	29th, 1.15 P.M.
Bangkok	Wednesday	29th, 3.00 P.M.
Bangkok	Wednesday	29th, 3.00 P.M.
Bangkok	Wednesday	29th, 4.00 P.M.
Bangkok	Wednesday	30th, 8.00 A.M.
Europe, &c., India via Tuticorin	York	30th,
Singapore, Penang and Calcutta	C. Apear	Printed Matter and Samples
Singapore, Penang and Colombo	Sima	7.00 A.M.
Macao	Sui Tai	Registration
Swatow, Amoy and Foochow	Haiyang	8.00 A.M.
Shanghai, Kobe and Moji	Namang	8.00 A.M.
Macao	Sui Tai	8.00 A.M.
Tientsin	Chengchingsh	8.00 A.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU & SAN FRANCISCO	Mongolia	2nd,
SIBERIAN MAIL TO EUROPE		Printed Matter and Samples
Macao	Sui Tai	10.00 A.M.
Amoy, Cebu and Iloilo	Kaifong	Registration
Shanghai	Foochow	11.00 A.M.
SIBERIAN MAIL TO EUROPE		Registration
Swatow, Amoy and Foochow	Haihau	11.00 A.M.
Moji, Nagasaki, Kobe, Yokohama and Portland	Selja	11.00 A.M.
Swatow, Amoy and Foochow	Haihau	11.00 A.M.
Europe, &c., INDIA VIA TUTICORIN...		11.00 A.M.
(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)		11.00 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		11.00 A.M.
Singapore, Penang and Calcutta	Fook sang	6.00 P.M.
Manila	Loongsang	6.00 P.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO	Tenyo Maru	3rd, 9.00 A.M.
SIBERIAN MAIL TO EUROPE		4th, 11.00 A.M.
Manila	Zafiro	5th, 9.00 A.M.
Manila, Angour, Yap, Maron, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Cobrons	Friday, 15th, 5.00 P.M.

PETTER OIL ENGINES

SIMPLEST, SAFEST, BEST GOVERNED, AND MOST ECONOMICAL OIL ENGINES IN THE WORLD. Twenty Gold and Silver Medals and Money Prizes awarded. Work interchangeably with kerosene or crude oil.



Sizes 14 to 50 B.H.P. Prices for "Handy-Man" Series from \$500.
For full details, see Illustrated Catalogue and particulars to—

WILLIAM C. JACK & CO., LTD., 14, Des Voeux Road, Hongkong.

SOLE AGENTS FOR SOUTH CHINA.

CONSTANT GROWTH



Signifies

CONSTANT MERIT

"The Garrick"

Tobacco and Cigarettes

Hold the Confidence of their Smokers.



SOLD EVERYWHERE

BRITISH-AMERICAN TOBACCO CO. LTD.

41

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 27TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$945, sales
National Bank of China, Limited	99,925	\$7	\$6	\$381.15
Bell's Asbestos Eastern Agency, Limited	6,604	12/6	12/6	\$9, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$10, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$13, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, sellers
COTTON MILLS.				
Ewe Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 122
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$56, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62
Kowloon B.O.	8,000	Tls. 100	Tls. 100	Tls. 70
No late fee.	2,000	Tls. 500	Tls. 500	Tls. 240
Letters	9.00 A.M.			
Thursday, 30th, 11.00 A.M.				
Thursday, 30th, 1.00 P.M.				
Thursday, 30th, 1.15 P.M.				
JULY.				
Haiyang	Friday, 1st, 9.00 A.M.			
Namang	Friday, 1st, 11.00 A.M.			
Sui Tai	Friday, 1st, 1.15 P.M.			
Chengchingsh	Friday, 1st, 3.00 P.M.			
Saturday, 2nd,				
Printed Matter and Samples	10.00 A.M.			
Registration	10.00 A.M.			
(Registration, with late fee of 10 cents, up to 10.45 A.M.)				
Registration, Kowloon B.O.	10.00 A.M.			
No late fee.				
Letters	11.00 A.M.			
Saturday, 2nd, 1.15 P.M.				
Saturday, 2nd, 3.00 P.M.				
Registration	4.15 P.M.			
(Registration, with late fee of 10 cents, up to 5.00 P.M.)				
Letters	6.00 P.M.			
Sunday, 3rd, 9.00 A.M.				
Monday, 4th, 11.00 A.M.				
Tuesday, 5th, 9.00 A.M.				
Printed Matter and Samples	10.00 A.M.			
Registration	10.00 A.M.			
(Registration, with late fee of 10 cents, up to 10.45 A.M.)				
Registration, Kowloon B.O.	10.00 A.M.			
No late fee.				
Letters	11.00 A.M.			
Wednesday, 6th, 11.00 A.M.				
Friday, 8th, 3.00 P.M.				
Saturday, 9th,				
Printed Matter and Samples	9.00 A.M.			
Registration	9.00 A.M.			
(Registration, with late fee of 10 cents, up to 9.30 A.M.)				
Registration, Kowloon B.O.	9.00 A.M.			
No late fee.				
Letters	10.00 A.M.			
Saturday, 9th, 10.00 A.M.				
Armand Petrie				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, sellers
Wm. Powell, Limited	15,000	\$7	\$7	\$33, sellers
Watkins, Limited	10,000	\$10	\$10	\$33, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$35, buyers
Weissmann, Limited	3,000	\$10	\$10	\$31, sellers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$10	\$31, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$30, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, sellers
Wm. Powell, Limited	15,000	\$7	\$7	\$33, sellers
Watkins, Limited	10,000	\$10	\$10	\$33, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$35, buyers
Weissmann, Limited	3,000	\$10	\$10	\$31, sellers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$10	\$31, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$30, sellers
RUBBER.				
Singapore and Johore	—	—	—	\$19 (six.)
Perak	—	—	—	\$20 (six.)
Allam	—	—	—	\$43 (six.)
Anglo-Malaya	—	—	—	—
Castileños, fully paid	—	—	—	28/6
Highlands and Lowlands	—	—	—	15/6
Kamuning	—	—	—	8/- prem.
Kuala Lumpur	—	—	—	—
Ledbury's	—	—	—	90/-
Lingga	—	—	—	61/6
Sayong	—	—	—	—
Shefford's	—	—	—	—
Sungei-Kapar	—	—	—	132/6
United Serdang	—	—	—	80/-
Bukit Kajang	—	—	—	32/6 prem.
Eastern and International	—	—	—	7/-
London Ventures	—	—	—	—
Sumatra Parks	—	—	—	—
Merdeka	—	—	—	7/6
Batu Tiris	—	—	—	11/0/-
OPIUM.				
Quotations are:				
Malwa Now	... 42,100/2,150 per picul.			
Malwa Old	... \$2,140/2,160			
Malwa Older	... \$2,170/2,220			
Malwa V. Old	... \$2,210/2,250			
Persian Iris quality	... \$1,400/1,500			
Persian extra fine	... \$2,200			
Patna Now	... \$1,900 per chest.			
Patna Old	... \$1,950			